

ATTACHMENT 6

I have reviewed and understand the conceptual traffic calming plan for neighborhood residents for the Lower Riviera/Upper East Neighborhood. I approve of the plan in concept and encourage its adoption by the City of Santa Barbara. I understand that design and construction of the plan are contingent upon the approval of 65% of the property owners in neighborhood roughly defined by Alameda Padre Serra, Anapamu, Garden, Mission Streets, and that there may be small changes to the plan based on community input and engineering judgment.

PARCEL DESCRIPTION: 029-091-013	1311 N SALSIPUEDES ST	
OWNER CONTACT INFORMATION	PRINT NAME	SIGNATURE
DAVIES, GERAINT WYN 1920 LAGUNA ST SANTA BARBARA, CA 93101		

PARCEL DESCRIPTION: 029-092-011	1312 N SALSIPUEDES ST	
OWNER CONTACT INFORMATION	PRINT NAME	SIGNATURE
METSCH STEPHEN/SHARON 1911 SANTA BARBARA ST SANTA BARBARA, CA 93101		

PARCEL DESCRIPTION: 029-091-012	1315 N SALSIPUEDES ST	
OWNER CONTACT INFORMATION	PRINT NAME	SIGNATURE
KINGSLAND, LYNN I 1315 N SALSIPUEDES ST SANTA BARBARA, CA 93103	Lynn Kingstand	Lynn Kingstand

PARCEL DESCRIPTION: 029-092-012	1320 N SALSIPUEDES ST	
OWNER CONTACT INFORMATION	PRINT NAME	SIGNATURE
WHEELER DANIEL A/SHERYL 1320 N SALSIPUEDES ST SANTA BARBARA, CA 93103	doesn't want to sign	

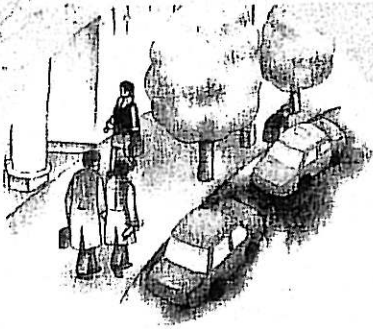
PARCEL DESCRIPTION: 029-091-011	1321 N SALSIPUEDES ST	
OWNER CONTACT INFORMATION	PRINT NAME	SIGNATURE
BUGLIONE PHILIP S/CHANDRA M 1321 N SALSIPUEDES ST SANTA BARBARA, CA 93103	Chandra Buglione	Chandra Buglione

PARCEL DESCRIPTION: 029-092-013	1324 N SALSIPUEDES ST	
OWNER CONTACT INFORMATION	PRINT NAME	SIGNATURE
OWENS JOHN C/MARY LEE EMARD 1324 N SALSIPUEDES ST SANTA BARBARA, CA 93103	Mary Lee Emard	Mary Lee Emard

PARCEL DESCRIPTION: 029-091-010	1325 N SALSIPUEDES ST	
OWNER CONTACT INFORMATION	PRINT NAME	SIGNATURE
GUSTAFSON RODNEY/ALLISON 1325 N SALSIPUEDES ST SANTA BARBARA, CA 93103	Allison Gustafson	

PARCEL DESCRIPTION: 029-091-037	1329 N SALSIPUEDES ST	
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12-10-06
Provided
Int
Pw to



Neighborhood Traffic Management Program

What's going on?

On March 14 to 16, 2003, with the assistance of staff from the Police, Community Development, and Fire Departments, the Public Works Department hosted residents at a traffic calming charrette, facilitated by Dan Burden, Executive Director, of Walkable Communities. This newsletter serves to let you know the results of the Traffic Calming Charrette.

The purpose of this three day community-based planning workshop was to have the neighborhood design a traffic calming plan to address the remaining traffic issues in the neighborhood roughly bounded by Alameda Padre Serra, Anapamu, Garden, and Mission Streets. Building on the knowledge of the work done during the previous year, residents attending the meetings were careful to represent all the concerns and issues of this area, around the St. Francis Hospital.

A traffic calming plan was ratified by representatives of the Lower Riviera/Upper East Neighborhood on March 16, 2003. At this meeting, residents also prioritized the proposed improvements based on an understanding that it may not be possible to construct all of the improvements at once. Traffic calming improvements were proposed and prioritized on the following locations (in order of priority): Garden Street, Alta Vista Road, Valerio Street, Grand Avenue, Laguna and Loma Streets, Oramas Road, and Micheltorena Street.

These proposals represent a desire by residents to slow speeds on their streets, reduce collision rates, improve pedestrian access, and protect private property. Transportation Engineering Staff would also like to consider improvements to address high collision rates on Anapamu at Laguna Streets and Micheltorena at Laguna Streets.

Presently, staff is working with Technical Committee members from the neighborhood. In order for the plan to be adopted by the neighborhood, residents have been asked to petition registered property owners. An approval rating of 65% will constitute acceptance of the plan, and make the plan eligible for adoption by the Council. Following Council adoption, it is anticipated that several of the features of the plan will be designed and constructed, utilizing the existing traffic calming budget of \$300,000. Other features would be developed as funding is available in balance with other neighborhoods.

Why People Speed

Traffic Calming



People speed for many reasons. Often roads feel wide, long or short. Motorists want to stay in motion, and feel punished when many neighborhood stop controls are used. Many people quit their speed between these stops. Traffic calming changes motorists' behaviors by keeping them in motion, but at appropriate speeds.

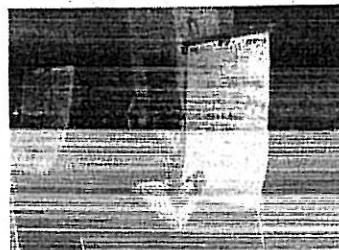


Police cannot solve all problems. Planning and engineering must control 85% of behavior. Police can be called in to ticket those few motorists that still do not get the message. Safe driving enforcement is a partnership with good engineering.



Healthy streets require appropriate travel speeds and reduced motorist behaviors of other roadway users, such as pedestrians and bicyclists. Traffic calming creates a level playing field for all modes of travel and improves the quality of life within the neighborhood. Most importantly, traffic calming requires residents to take ownership of their community and to work together to create a safe environment.

Your neighbors created a plan to address concerns about speeding and requests for more walkable streets!



Talk to your Neighbors!

During the month of May, residents will be canvassing the proposed project area to get approval from property owners. If you are a nonresident property owner, you may indicate your support by signing here: _____ and returning the bottom of this mailer to Dru van Hengel at P.O. Box 1990, Santa Barbara, CA 93102 or email address on the other side. With approval of 65% of the neighborhood we can begin to construct improvements to return a sense of neighborhood to your streets.

If you have specific concerns about the plan, you may wish to call 897-2509. The petition gatherers are doing your neighborhood a huge public service in an effort to improve the quality of life on your streets, so please be kind to them.

Build a Better Neighborhood


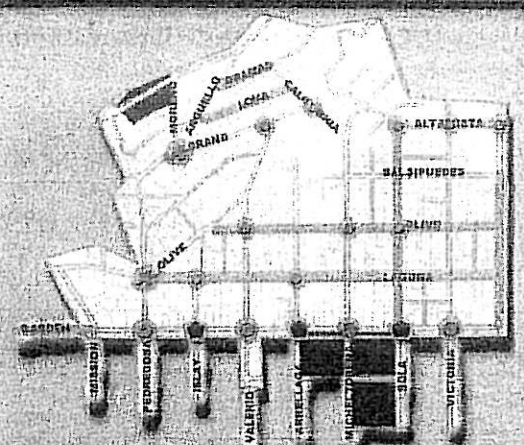
We need help collecting signatures!

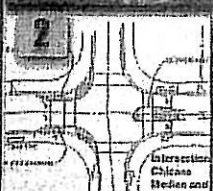

Your neighbors have developed a cost effective plan to reclaim your streets from speeding traffic and improve your quality of life. Please call 897-2509 if you would like a full size plan delivered to your home, or you would like to sign or collect signatures for the petition. Strong neighborhood support is crucial to the success of the plan. With 65% support for the conceptual plan from the property owners, we can move on to address any concerns you have about particular design details. If you think generally it is a good idea, but you have specific concerns, please sign the petition and indicate that you would like to be a friend to the Technical Committee to make the plan even better. Finally, if you are a renter, you can help by indicating your support for this plan to your landlord.

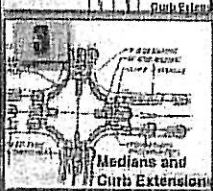

Lower Riviera/Upper East Traffic Calming Plan



Concerns

Residents are concerned with (1) Overall safety and beauty, (2) Slower speeds, (3) Noise, (4) Motorists not yielding to pedestrians, (5) Speeding on Garden, Alta Vista, Grand, Loma, Oramas, California, Olive and Pedregosa, (6) Pedestrian crossings on Garden, (7) Intersections of Alta Vista at Soja, Victoria at Laguna, Olive at Victoria, California at Grand, Pedregosa at Olive, Victoria at Olive, Arrellaga at Olive, and Arrellaga at Laguna, (8) Residents do not want to delay emergency responders. They also seek to retain the area's beauty and historic features, and improve conditions for a village style life, walking, bicycling and using transit.

Recommendations

(1) Replace 4-way stops on Garden Street with mini-roundabouts. (2) On alternate blocks use chicanes (curb extensions with refuge islands) or (3) Chokers (curb extensions and refuge islands). (4) Stripe many streets, such as Alta Vista, Anapamu and Olive, to reduce visual width. (5) Alternate parking and use a chicane to reduce speeding on Loma and Oramas. (6) Use mini-roundabouts on Alta Vista at Soja, Victoria and Anapamu. (7) Use mini-roundabouts on Laguna at Soja, Laguna at Arrellaga, California at Grand, and other streets as needed. (8) Modify intersections on Laguna at Pedregosa and Grand at Moreno.



The Neighborhood Traffic Management Program

City of Santa Barbara
Transportation Planning Division

City of Santa Barbara, Transportation Planning
PO Box 1990, Sta. Barb, CA 93102
please call us: (805) 897-2509
Para mas informacion: (805) 564-5385
E-mail: NTMP@ci.santa-barbara.ca.us
www.ci.santa-barbara.ca.us/departments/public_works/transportation/alternative

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To: ABR
FROM: JIM & ESTERLY

1/8/07

City Charter:

Section 814. Architectural Board of Review. Powers and Duties.

There shall be an Architectural Board of Review composed of nine (9) members. At least two (2) members of such Board shall be licensed architects, and at least three (3) other members shall possess professional experience in related fields, including but not limited to, landscape architecture, building design, structural engineering or industrial design. Four (4) members shall constitute a quorum, one (1) of which shall be an architect. The Board shall have the power and duty to:

(a) Review and approve, conditionally approve or disapprove all applications for a building permit for the erection or exterior alteration of any type, nature or kind of building, structure or sign that may be specified by ordinance as requiring such action within any area, district or zone of the City, except for those applications subject to review by the Historic Landmarks Commission. Any application for a building permit, except for those applications subject to review by the Historic Landmarks Commission, for the erection or exterior alteration of any such type, nature or kind of building, structure or sign within any such area, district or zone shall be referred to said Board before issuance, together with plans, elevations and site plans therefor. Any applicant may appeal in writing to the City Council from any action or decision of the Architectural Board of Review, whereupon the City Council may approve, conditionally approve or disapprove such application and the decision of the City Council shall be final. No such building permit shall be issued except in accordance with the approval of the Architectural Board of Review, or on appeal of the City Council. The City Council shall, by ordinance consistent with this Charter, implement the provisions of this section. (Approved by election held November 2, 1993; effective November 29, 1993.)

Municipal Code:

Chapter 22.68 ARCHITECTURAL BOARD OF REVIEW 22.68.010 Created - Purpose.

An Architectural Board of Review is hereby created and established for the City to promote the general public welfare of the City and to protect and preserve the natural and historical charm and beauty of the City and its aesthetic appeal and beauty. (Ord. 3757 §35, 1975; Ord. 3646 §1, 1974.) **22.68.020 Membership.** The Architectural Board of Review shall be composed of nine (9) members to be appointed as provided in the charter. At least two (2) members of such Board shall be licensed architects, practicing their profession in the City, at least two (2) members of such Board shall be licensed landscape architects, practicing their profession in the City, and at least three (3) other members shall possess professional qualifications in related fields, including, but not limited to, building design, structural engineering or industrial design. These members shall serve without compensation and shall hold office at the pleasure of the appointive power. (Ord. 5050, 1998; Ord. 3792 §1, 1975;

Lower Riviera Special Design District Guidelines

[These guidelines, which cover the area in which the three roundabouts are planned, were approved by City Council on December 19th, 2006. They direct the ABR as follows:]

All projects undertaken within the District that are visible from the street should be respectful of the need to preserve the historic fabric of this traditional neighborhood, and be complimentary to its traditional streetscapes. (p. 5)

ABE 1-16-07

January 16, 2007 Michael Self, President, Santa Barbara Safe Streets

SBSS has serious concerns about the esthetics, safety, and functionality of "traffic calming" as currently planned by the Transportation division.

We believe there are significant design problems, many of which were not exposed in the hearing on December 18th, 2006, in part because of the many inaccuracies in the applicant's presentation. Here are some examples:

- 1) You were told the Garden & Islay median striping was required by the Manual of Uniform Traffic Control Devices. This is true. But the striping shown in the plans is only about 30 ft. long, and as currently striped in the street is only about 60 ft. long. The Manual actually requires a minimum of 100 ft. of tapered striping for median islands. All of the curbs on both sides of the striping have to be redzoned. Is the further loss of parking and inconvenience to the residents of that block justified?
- 2) The reason curb extensions at De la Guerra and Quarantina are not symmetrical is not because of drop inlets, as you were told, but because of non-conforming driveways that extend almost to the corner. Would you have allowed these obstructions at this location if you knew that one of these driveways is an exit from a church parking lot, where drivers only exit by turning right (Quarantina is a dead end to the left), and that they will now have to negotiate as they turn a new 6 foot long, 90-degree curb extending into the street?
- 3) The combination of the bulbouts and mini-roundabouts will force cyclists into the traffic lane. The applicant claimed that the only safe thing for cyclists to do in such intersections is to "take the center of the lane." Is this really what we want for children who are supposedly being encouraged to bike to school? A very recent tragedy on Calle Real makes clear the problems with this approach.
- 4) In response to a question by board member Manson-Hing about the varying street widths between bulbouts, the applicant claimed that these "depend on the volume of traffic on that street and the particular pedestrian demand on that street." In talking with staff at Public Works, we learned that the city took no traffic counts, pedestrian counts, or bicycle counts at any of these intersections. Their "data" is actually only the impressions of the people who filled out the grant applications.

Not only was your original decision not to approve the roundabouts correct, we believe that the many flaws in the applicant's testimony call into question the rest of the project as well.

To: ABR

January 16, 2007

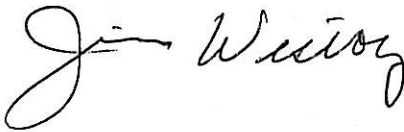
I am submitting two pictures, one with the proposed traffic calming at the intersection of Victoria and Alta Vista and the other of an intersection with stop signs.

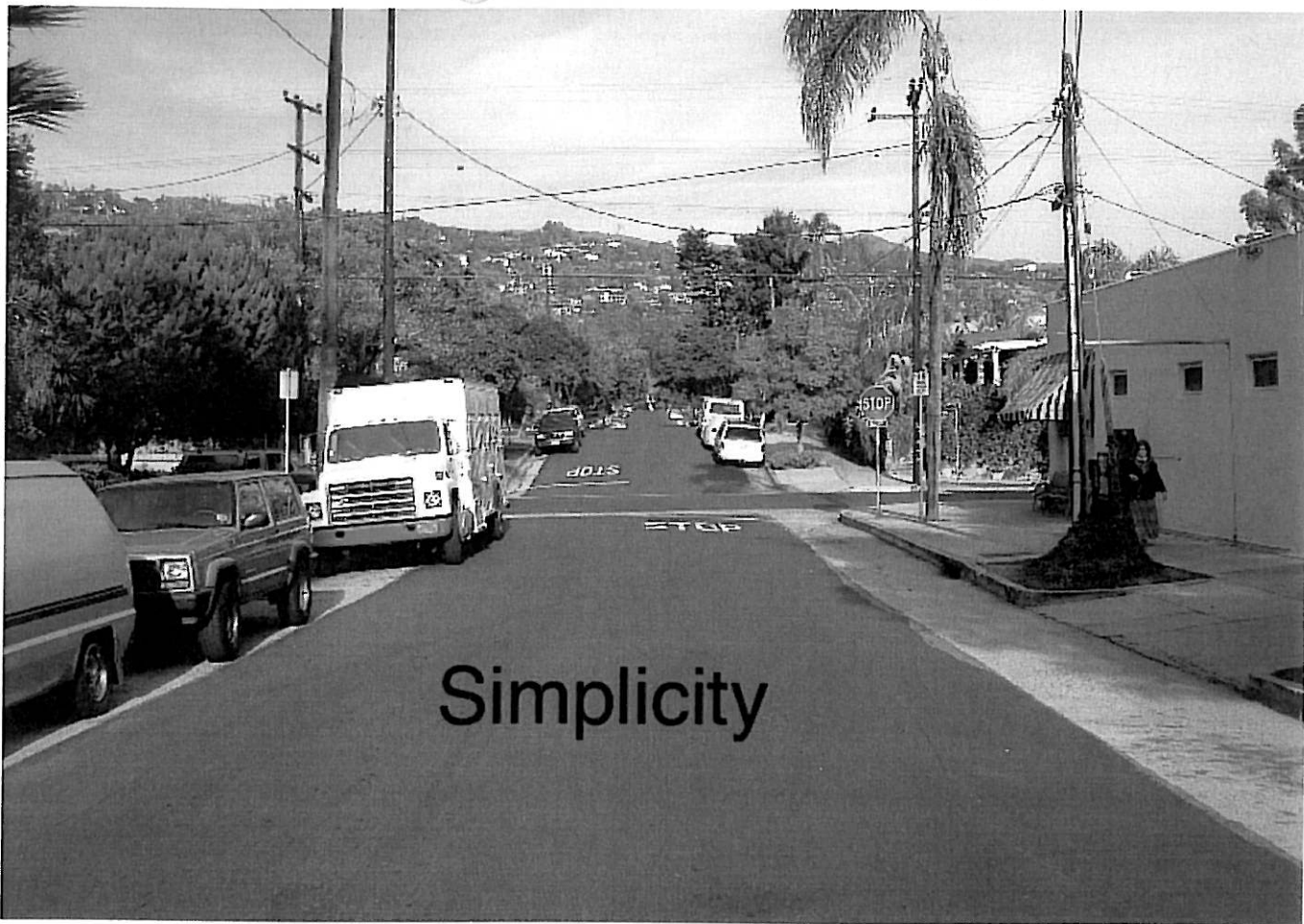
You can see the picture with traffic calming has a significant number of signs, graphics and devices all aimed at directing the driver.

(REVIEW OF PICTURE)

This makes for a poorly designed, very confusing, and just plain ugly intersection. A driver entering this intersection has to make split second decisions on what to do. With all these signs, graphics, etc. it just doesn't seem logical. How would the court rule if the driver goes in the wrong direction? The signs in the center of the circle also block the driver's vision and they are not located in the uniform traffic control manual.

Jim Westby

A handwritten signature in cursive script, appearing to read "Jim Westby".



Simplicity



ABR 1-16-07

Here's a copy of a letter I sent to Mayor Blum and I also copied the City Council Members:
Sent today, January 16.

Dear Honorable Mayor Marty Blum,

I moved to Santa Barbara from the Midwest 5 years ago. I purchased my 1923 home on Garden St. between Islay and Pedragosa and am now faced with this obstruction in the middle of the street to calm traffic. I spent a lot of money restoring my home; neighbors thanked me for not tearing it down and building a new one. I cringe every time I am driving north and have to turn right into my driveway and there is a car following me and concentrating on getting around this obstruction; I pray other drivers see my turn signal and slow down. More often these drivers try to get around this thing as quickly as possible and I know they sometimes don't see me slowing down.

At noon almost everyday this summer, a white construction truck would "blow" through the intersection and when doing this would lay on his horn. I never got used to it.

When turning onto Garden St. from the east on Islay, I can hardly make the turn without coming very close to hitting the iron stakes poking up from this mound of asphalt. I drive a car that is long in front.

And to top this all off, it's an eyesore. When I think about the restrictions for homeowners in this city and then the city tries to push something through like this, it really makes me not think in a positive way about the council and about the way the government works in this city.

Certainly not 50% of the homeowners want this, nor do they want the mini roundabouts which are even worse.

Elena Urschel
1812 Garden St.
Santa Barbara, CA 93101

eurschel3@cox.net

On Jan 16, 2007, at 8:09 AM, Santa Barbara Safe Streets wrote:



Santa Barbara SAFE Streets

SANTA BARBARA
SAFE Streets
Safe. Aesthetic. Fair. Efficient.

Print - Close Window

1/16/2007 10:48 AM



TM

Cars Are Basic, Inc.™

26 February 2007

Architectural Board of Review
City of Santa Barbara
(fax # 897-1904)

Re:

1. CITYWIDE - U.S. HWY 101

(3:15) Assessor's Parcel Number: 099-MS-0PW

Application Number: MST2004-00691

Owner: City of Santa Barbara

Applicant: Scott Eades, Caltrans

(Caltrans Highway 101 Milpas to Hot Springs/Cabrillo Operational Improvements Project. Project components include: a third southbound lane; northbound auxiliary lanes at Cabrillo to Salinas, and Salinas to Milpas; bridge replacement at Sycamore Creek; new undercrossing at Cacique Street between Milpas and Alisos; various interchange and ramp modifications, retaining and soundwall improvements; and landscape improvements. Additional improvements on adjacent surface street connections at Los Patos intersection, Butterfly Lane, Indio Muerto, and Old Coast Highway would also be provided.)

(Final Approval of the Hot Springs Road roundabout and Old Coast Highway sidewalk.)

Gentlemen:

Cars Are Basic, Inc.™ is a 501.3.c, transportation watchdog organization created 8 1/2 years ago to review projects such as this. The city of Santa Barbara has stated the Hot Springs Road roundabout is a safe and efficient plan for this highly intense use intersection. The city staff (Allen, van Hengle, Dayton, et al) have used the examples of the Milpas Roundabout and the 5 Points roundabout as successes in application of this design. **When CAB has asked staff to justify their position based upon accident statistics none are forth coming.**

It is important to point out (as we have before) the 5 Points roundabout was written in a national publication up as a location where the placement of this design did not improve the accident rate. The Milpas Roundabout has achieved the in glorious result of approximately 200% greater accident rate over time, then the old intersection design. At no time has the accident rate at this intersection been lower then the highest recorded accidents prior to the redesign. (3 years prior stats, last check up to 2003 California Public Documents disclosures). In accepting the funding from SBCAG for the Milpas work the City of Santa Barbara had to stipulate to the pedestrian and bicycle hazard roundabout design creates. They were and are mandated to create a separate alternative route for bikes and pedestrians

3463 State St., #180
Santa Barbara, CA 93105
email - cab@CarsAreBasic.org